



VOL. IX No. 26.

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AROUND THE LAKES.

CLEVELAND.

Captain Edward N. Ellis has been made master of the schooner *Minnehaha*.

The *Northerner* is in the Cleveland drydock for the completion of her rebuild.

Wm. Radcliffe is double decking the propeller *Handy Boy*, the recent purchase of the Kelley Island Lime Co.

Grover & Son will furnish the outfit of the steel steamer *Wiley M. Eagan*. They commenced putting in the spars Tuesday.

Captain Robert Hayes, four years master of the *Argonaut*, has been appointed master of the *Escanaba*, and Captain P. Caniff master of the *Argonaut*.

Mr. Radcliffe is building a fishing tug for Mr. Smith, engineer at Weideman & Kent's. The new tug will be 48 feet keel, 54 feet over all, 11 feet beam and 5 feet hold. She will be supplied with old machinery, and is to be ready in three weeks.

The new steel steamer, *Ira H. Owen*, will be launched on Thursday, the 7th of July, at the Globe Iron Works Co.'s yard. She will be commanded by Captain John Q. Owen, who has been master of the *Escanaba* six years; Charles B. Calder will be chief engineer, and Eli Barry assistant.

Mr. P. L. Locklin is building several small boats, one for the new steamer *Aurora* at Murphy & Miller's yard, two for the new steamer at Radcliffe's yard, two for the *Horace A. Tuttle*, and several for the *Bradley* fleet, in all about fifteen. He has built a cutter yacht, the *Unique*, for Messrs. Leutkemeyer, Cleveland and Ryder.

The alterations and repairs to be made to the steamer *Handy Boy* are well along at Radcliffe's yard, and will consist of double decks, two gangways to each side, planked with 2 inch oak, new stanchions, and rail all around, ceiling and floor, calking, and a spar forward to be used as a derrick, and her pilot house will be moved forward, all involving an expense of about \$1,000.

Captain Cannon, of Conneaut, mate of the *Harvey Brown*, fell through a hatch Monday and broke his leg. He was taken to his brother's house on Norwood avenue, this city, where his injuries were attended to. This is the first season Mr. Cannon has sailed for a number of years, as he was comfortably fixed and on the wrong side of 50.

Inspectors DeWolf and McGrath have again fined the propeller *Mayflower*, of Detroit, now engaged in the passenger trade at Toledo. It is claimed that she has been run by a non-licensed pilot, and the owners and pilot will be held liable for the payment of \$100 each. It is said the boat is also bonded to secure the payment of a fine of \$500, assessed last fall, for carrying passengers on Lake Erie without water-tight bulkheads.

Racing seems to be in vogue on the lakes this season, and many good natured tests of speed are made by the engineers of the different craft. The new steamer *Maurice B. Grover* and *George T. Hope* came together at Sand Beach on the way down and had a tilt which lasted till Lake St. Clair was reached, a distance of about eighty miles, the *George T. Hope* winning the heat. It is presumed that the second heat will come off as soon as these boats can get together again.

The lakes again lead the list in large steamers, the composite steamer *Fayette Brown*, built at Wyandotte, by the Detroit Drydock Co. measuring 1740.55 gross or 1515.75 net tons. The next largest was the steamer *New York*, hailing from New York. Her tonnage is 1552.52 gross or 1091.89 net. The net tonnage for the lakes during the week is 1707.47, comprising the yacht *Countess*, of Chicago; tug *Deland*, of Fairport; steamer *Fayette Brown*, of Detroit; and *Swansie*, of Toledo.

The new steamer at Radcliffe's yard is progressing finely. The deck frames are

all in and part of the deck laid, planked to the bilge and four strakes on the topsides. She will have two steel arches on the outside, 10 and 12 inches, and one on the inside 14 inches; her keelsons are sawed to size. Her machinery and boilers will be duplicates of that in the steamer *Wiley M. Eagan*, the former being built by H. G. Trout, of the King Iron Works, Buffalo, and the boilers by the Lake Erie Boiler Works, Buffalo. She will be ready to go into the water between August 15 and September 1. When this steamer is completed there will be good timber enough at Radcliffe's yard to build another large vessel.

The funeral services over the remains of Mrs. Margaret O. Smith, (the wife of Captain Patrick Smith), who died on Monday, was held yesterday morning at St. Malachi's church. A large number of people were in attendance, including members of the Irish National League and the Women's Christian Temperance Union, of which Mrs. Smith was an active and efficient member. The services at the church were conducted by Revs. Sheridan, Mahony and Koudelka, and Rev. T. P. Thorpe delivered the address. The remains were laid away in the Woodland Avenue cemetery. The pall bearers were Captain M. C. Frawley, Captain Edward Kelley, Luke Brennan, W. J. Gleason, Mike Gibbons, and Messrs. Carran, Osborne and McCart.

To enable them to fulfill present and probable contracts for new boats the Globe Iron Works Co. are already engaged in enlarging their yard and putting in a large amount of new machinery. Part of the timber is on the ground for a new building on 300 feet river front secured adjoining their present shipbuilding yard. The building will be 160 feet long, 48 feet wide, and will probably be complete within thirty days. When finished it will be furnished with a complete new outfit of tools and machinery. At the boiler shop of the company a complete hydraulic plant, purchased through the Morgan Engineering Co., of Alliance, Ohio, is being put in. The latter will comprise a hydraulic riveting machine, built on Tweedle's system, said to be the largest outside of one used in Cramp's shipyard at Philadelphia. It will weigh forty-five tons. With this plant is also a hydraulic flanger 4 feet gap 5 feet daylight, and a hydraulic crane to serve the riveter, having the capacity of twenty-five tons. The company has also built an addition to their boiler shop, 46x48 feet, three stories high, to accommodate new machinery and tools.

FRANKFORT.

Special to the Marine Record.

Lieut. J. H. Rogers, inspector of life-saving service, 11th district, was here several days the past week, drilling and inspecting the men at Point Betsy and Frankfort stations. He had also visited the Manitou and Beaver islands stations, and narrowly escaped being a passenger on the lost propeller *Champlain*. He has plans and specifications with him for a commodious dwelling for the keeper of North Manitou station, to cost \$4,000.

Mr. Lazon and crew of the lighthouse establishment, are here rebuilding the walk and pierhead light at this place.

Lieut. Rogers is now getting all the stations in this district in training to fire long distance shots with the Lyle gun. Heretofore 75 yards with two ounces of powder was the limit; now six ounces are used. Captain Matthews, on his shot of 250 yards, hit the target first trial. Quite a breeze prevailed at the time, involving some fine calculations for press of wind, with the above result.

Captain Mose Gerard is now in command of fine tug D. P. Hall.

BURMEISTER.

The boulders which have been a source of annoyance in the harbor will soon be removed, an appropriation of \$3,000 having been placed in the supplementary estimates for the purpose by the dominion government.

CHICAGO.

Special to the Marine Record.

The new steambarge *Thomas R. Scott*, commanded by her managing owner, Captain John Lang, put in her first appearance at this port on Thursday last. She was built by the Grand Haven Shipbuilding Co., and does them great credit, as she is a very good looking and substantially built craft, and her captain is very proud of her.

At Miller Bros.' drydocks the schooner *Conquest* was in dock for calking; the tug *A. Mosher* for repairs to her stern bearing; the barge *George Dunbar* for a new stem; the schooner *Kate Darley* for bottom calking; the schooner *Sunrise* for refastening, recalking, some new stanchions, bulwarks, rail, and other necessary repairs; the steambarge *T. D. Stimpson* for repairs to wheel; the tug *Chicago* was at the derrick and had her stern bearing fixed; the schooner *Jessie Phillips* received a new bowsprit and jibboom; the schooner *Surprise* a new jibboom; the schooner *Anglo Saxon* new lumber ports; the schooner *Blazing Star* a new boom.

At the Chicago drydock the steambarge *J. E. Runkle* was in dock for fixing her wheel; the propeller *City of Duluth* was in dock for some new plank on her bottom; the schooner *E. J. McVea* received new hatch combings and some new deck; the barge *Newcombe* a new timber head; propeller *J. L. Hurd* a new gangway board; the schooner *Ebenezer* a new jibboom; the schooner *DeLos de Wolfe* received some new stanchions, stringers, bulwarks, rail, and her decks calked.

Saturday the steamer *W. M. Egan* loaded 80,000 bushels of wheat at Armour & Dole's D elevator. It is the biggest cargo she has ever carried, and it put her down deeper in the water than any vessel that has left Chicago this season. She came down the river drawing 15½ feet, and touched the bottom many times before she reached the lake.

The new steambarge *Ida E.* made her first appearance at this port last Sunday. She is owned by M. Engleman, Manistee, and Captain Peter Hansen, formerly of the steambarge *Maggie Marshall*, is in command. She is a good looking boat.

The schooner yacht *Countess*, recently rebuilt at Miller Bros.' shipyard, has been enrolled as an American bottom.

When Alderman Clarke called the committee on fire and water to order Tuesday, Professor Barrett and Aldermen Deal, Ernst and Burmeister were present. The problem of regulating the bridges was up for discussion. Alderman Clarke explained his plan of having the bridges connected by wires and under the direction of one man. He would have precisely the same duties to perform as a train dispatcher on a railroad. Before a vessel could leave a given point, it would get orders, and this vessel dispatcher would manipulate everything so as to make the least inconvenience to everybody. Professor Barrett said the expense of introducing such a system would be less than \$4,000. The idea is to connect four bridges on the main branch, six on the north branch and nine on the south branch. The committee unanimously voted to authorize the mayor to have the bridges connected in this manner. The committee then decided to refer the mayor's project to light the river by electricity to the law department for an ordinance.

John Ender and H. Baby, of Chicago, have purchased the side-wheel steamer *Ivanhoe* and will run her in the excursion business out of Chicago during the summer.

The splendid new steel steamship *Chas. J. Sheffield*, recently built at Cleveland by the Globe Shipbuilding Co., arrived here last week for the first time, light, from South Chicago and loaded 85,000 bushels of wheat for Buffalo. She is a noble looking steamship and is fitted up elegantly with all the most modern improved machinery and outfit.

The steambarge *H. S. Hubble*, Captain

G. W. Flood had her compass adjusted for local attraction, by Captain George A. Simpson on Wednesday.

The fine new steamship *Roumania*, Captain A. W. Reed, recently built by James Davidson at Bay City, paid us her first visit this week. She is a very fine steamship and everything on board tending, toward handling the freight she loads and unloads, is of the most complete and improved description. She is the best boat ever built by Captain Davidson, and that is saying a great deal, as he has built quite a number of good, substantial, paying steamships. She left here Tuesday with 81,000 bushels of wheat for Buffalo.

Captain Sam Thornton arrived here by rail Monday. Since the *Onelda* went into commission this season he has been her master. Concerning her recent mishap he says that after taking on a cargo of lumber at Bayfield he backed away from the dock but had got but a few lengths when he noticed that the steamer had a bad list. He attempted to return to the dock but claims that the engineer disobeyed his signal and ran the steamer on the bank. As soon as her nose touched the mud she rolled over on her side until the water rushed into the engine room, when she filled and settled down on the bottom. After raising he went to Washburn, where the owners reside, and demanded the discharge of the engineer. They refused to comply with his request so he quit and came home. He has asked the government inspectors of steamboats to make an investigation of the mishap.

Beckwith & Fleming have purchased the schooner *R. B. Hayes* for \$28,000 from W. T. Baker. The *R. B. Hayes* will carry about 1,450 tons. She was built by Lynn & Craig at Gibraltar in 1877. The Hayes rates A1½.

Graham & Morton's new passenger propeller *Puritan*, which is run between Chicago and St. Joseph, and which is expected to attain a greater speed than any steamer now on the lakes, is reputed to have averaged a speed of eighteen miles an hour on her trial trip.

Two remarkable achievements by steamboats were reported Tuesday. The *Susquehanna*, which arrived here at 11 o'clock in the morning, made the run from Mackinaw City in twenty-two hours, beating the best record by one hour and twenty minutes. The *Tioga*, which came in Monday night, completed a round trip between Chicago and Buffalo in six days and twenty hours, including the time spent in handling cargo at Buffalo, where she discharged 2,600 tons of grain and merchandise and took on 1,050 tons of back freight. It is the fastest round trip ever made between the two ports. It is claimed that she would have got here at least four hours earlier if her fuel had been up to standard grade.

The propeller *Syracuse* of the Western Transit line, left Buffalo Saturday evening at 7:15 o'clock, passed Mackinac at 2:30 o'clock Monday afternoon, rounded the *Shank* at 4 o'clock, and was on the books of the barge office at 1:15 o'clock Tuesday—covering the distance from Buffalo to Chicago in 2 days, 17 hours and 45 minutes.

Deputy Collector Greene, of the marine department at the customs house, has left on a two weeks' leave of absence.

Negotiations are pending for the charter or purchase of a passenger boat, to replace the lost *Champlain* on the Northern Michigan line.

The propeller *City of Duluth* was placed in drydock to see what damage she had sustained by striking the beach at Fox Island. It was found that a single strake of plank on her bottom had been chafed and this was replaced. The steamer left for Duluth Tuesday night.

WILLIAMS.

SANDUSKY.

The steambarge *Walters*, sunk off Lorain, has been located and a diver is now at work on her. She will soon be raised.

(Continued on 4th page.)

MARITIME LAW.

FOG SIGNALS—COLLISION—SAILING VESSELS
—VESSEL HOVE TO—HORN—BELL.

U. S. District Court, Eastern District of New York.

1. A sailing vessel, hove to in a fog, should ring a bell, not sound a horn.

2. The schooner Laura Belle was lying on her fishing grounds in a dense fog, hove-to and making no headway, and was sounding a horn, two toots at a time. In this situation she was run down by the bark Alfredo, which approached close hauled on the starboard tack. Held, on cross suits brought, that the schooner was liable for not sounding a bell in her situation; that the bark was not guilty of fault, and the libel against her should be dismissed.

Benedict, J.

The decision of these actions depends upon the question whether a collision between the bark Alfredo and the schooner Laura Belle which occurred on the high seas was caused by the fault of the bark, or the fault of the schooner, or by the fault of both, or of neither of the vessels.

The collision happened in a dense fog. The bark was sailing close hauled on the starboard tack, making some three miles an hour. The schooner was hove to, with wheel lashed to starboard, the jib fast to the mast and aback, her mainsail trimmed to windward and her foresail down. She was powerless to make any change in her position. An effort was made in behalf of the schooner by calling the master a second time, at the last moment, to show the schooner to be moving, but the effort failed. Five or six of the schooner's own crew prove beyond the possibility of dispute that the schooner was not going ahead. Her libel describes her as "laid to waiting for an opportunity to fish." Her captain says, "We were not bound anywhere; we were already on the ground." "The vessel was hove to, making no headway at all."

Being thus situated, she claims she was sounding a horn, two toots at a time, and thus the question is presented whether the schooner was complying with the law under way within the meaning of the International Regulations of 1885. These regulations in article 12, required sailing vessels to be provided with an efficient fog horn, to be sounded by a bellows or other mechanical means, and also with an efficient bell. And when under way to sound the fog horn at intervals of not more than two minutes, one blast if on the starboard tack, two blasts if on the port tack, and three blasts with the wind abeam.

These requirements seem to me intended for a vessel moving close hauled or free, not for a vessel without motion and powerless to change her position.

In Marsden on collisions, p. 348, it is stated without qualification that "A ship is under way within the meaning of this article, when she is not fast to the shore or to moorings, or held by her anchor." But this statement does not seem to be supported by the authorities cited. In the case of the collision between the S. S. Pennsylvania, and the bark Mary Noop, which collision was before the judicial committee of the privy council (3 Mar. Law. cases p. 477,) and also before the Supreme court of the United States (19 Wall. 125.) The obligation to sound a fog horn was held to attach to the sailing vessel, by reason of the fact there proved that she had no sails aback, and was going through the water at about a mile an hour. She was, as the Supreme court says, constantly changing her position.

Judging by the test applied in that case, the Laura Belle although not fast to the shore, or to moorings, or held by an anchor, was not under way within the meaning of article 12, of the International Regulations of 1885. Here the schooner had sails aback and was not moving. She is described by her crew to be "dead in the water." "Sails not drawing at all." The rules, as it seems to me, are faulty indeed, if they require this schooner, powerless as she was, and unable to do anything whatever in time to avoid the bark, to give to the approaching bark the same signal that she would give if moving and able to make some effort to get out of the bark's way. As I read the rules, in the light of the decision of the Supreme court in the case of the Pennsylvania, they required this schooner to be ringing a bell and forbid her to be sounding a horn.

The next question is whether this disobedience of the law by the schooner contributed to the collision that ensued. Here the law declared in the case of the Pennsylvania, already cited, is applicable, and it must be resumed that the failure to ring a bell, and sounding a horn instead, was "contributing causes of the disaster." This presumption is conclusive in a case like this where nothing appears to overthrow the presumption, and compels a decision that the damages arising from the collision were caused by the fault of the schooner.

Was the bark guilty of any fault which renders her also liable? I find none. It is insisted by the schooner that the bark had no proper lookout, but the proof is that she had two lookouts, and that the schooner was seen as soon as possible. It is also said that the bark sounded no horn, but the schooner's own witnesses prove that they heard her horn; and lastly, it is said that the bark was in fault for not starboarding her helm. The bark did not starboard, but why should she? She was close hauled on the starboard tack. She was notified by the schooner's horn that a vessel was approaching close hauled on the port tack. The bark's duty therefore was to keep her course, and to assume that the schooner would keep out of

her way. Certainly she was not bound to starboard.

I find therefore no fault committed by the bark. The result is that any damage sustained by the bark may be recovered in her action against the Laura Belle, while the libel of the Laura Belle against the bark must be dismissed. Costs in each case to the successful party.

March 24, 1887.

A TAX ON COMMERCE.

The following letter to the Inter Ocean by Frank J. Firth, puts the bridge question in a clear light:

The supreme court of the United States in 1882, referring to the rules then enacted by the city of Chicago for the police regulation of the opening of its bridges, said: To these vessels the unrestricted navigation of the river and its branches is of the utmost importance, while to those who are compelled to cross the river and its branches, the bridges are a necessity. "The object of wise legislation is to give facilities to both, with the least obstruction to either."

The court then went on to approve the regulations providing for the closing of the bridges from 6 to 7 a. m. and from 5:30 to 6:30 p. m., and further providing that no bridge should be open more than ten minutes at any time between 7 a. m. and 5:30 p. m.

The vessel interest then and since accepted this decision as representing a clear and wise opinion of the court of last resort. The regulations were burdensome to the shipping interest, but it was a burden that there was no reasonable way of escaping.

Since this decision of the United States supreme court the city of Chicago has by ordinance closed the bridges an additional hour both morning and evening, so that, taking these four hours, and the alternate ten minutes' rule during all other hours, the bridges are now actually closed against commerce fourteen hours out of each twenty-four.

The necessities of the case oblige the shipping interest and the bridge passengers both to be cared for, and to do so must inconvenience each to some extent. An impartial tribunal has decided that the regulations in force in 1882 fairly divided the aggregate of this necessary inconvenience between the parties by whom it must be shared.

The relative conditions have in no way changed since that decision was rendered.

It is now proposed, or perhaps suggested is a better word, to change this division of a necessary inconvenience, and shift the entire burden onto the shipping interest.

It is a serious proposition and may not be lightly treated, even though we can not conceive of the possibility of its being seriously considered by the city authorities.

It affects not only the immense fleet of vessels navigating the Chicago river with their employed crews; the river tugs and their employees; the river warehouses and docks, with their many laborers; the grain elevators and employees; but it also affects the position of Chicago as the commercial center of the northwest. Chicago depends on her cheap water transportation for her position.

If her regulations increase the cost of performing the carrying service, this cost becomes an increased tax on her trade.

If the work of twenty-four hours is to be largely crowded into six hours it is going to cost much more to do it. It will require a larger fleet of tugs on the river, and as their time will be but partially employed they will each have to exact higher rates to secure the revenue necessary for their maintenance. Laborers will not find steady employment, as they do now, but will remain unemployed during the hours that vessels are waiting to be moved from dock to dock. If the time for moving vessels from one dock to another is to be in the night, the work of the laborers will be largely transferred from the day to the period between midnight and 6 a. m., an unnatural condition of affairs, calculated to greatly increase the cost of the work done.

It should not be forgotten that navigation is entirely suspended for about five months during the winter, and it may not be generally known that all vessels spend about one-half of their short season of seven months in port, loading and unloading cargoes.

It is a constant and necessary struggle on the part of the managers of the transportation companies to improve their port facilities in every possible way, so that this relative time in port may be reduced, and an economy in the service thus effected. No effort or outlay has been spared that seemed likely to aid in accomplishing this result.

The city of Chicago is as deeply interested as the vessel owners in the success of this effort. Saved time in port means reduced carrying expenses, and consequently a reduced charge on the commerce of Chicago. Every economy that has ever been effected in the carrying service has given to the public reduced rates of freight.

Can it be possible that the citizens of Chicago will seriously consider the adoption of a policy on this bridge question that will impose a direct tax on its important commerce and be of no possible benefit, but on the contrary, a direct and material injury to the working people of its population?

The Erie and Western Transportation Co. (Anchor line), as the proprietors of a fleet of twenty-one vessels, and being largely interested in Chicago dock property, and in the employment of labor, has a vital interest in a proper solution of the bridge question.

Carlin, Stickney & Cram, of East Saginaw, are the only bidders for furnishing the government with a tug, dredge and a dump scow for work at the St. Mary's canal. They ask \$11 per hour for the outfit. John Hickler is the only bidder for machinery work at the Sault, his proposal being sixty cents per hour.

SCENES ON A MAN-OF-WAR IN A HURRICANE.

BY C. M. FLYNN.

NO. IX.

[Continued.]

"Oh, very well, go upon deck and see if you can keep any of the water from washing down below."

"Sir, I have had four people constantly keeping the hatchways secure, but there is such a weight of water upon the deck that nobody can stand when the ship rolls."

The gunner soon afterward came to me, saying:

"Mr. Archer, I should be glad to have you step this way, into the magazine, for a moment."

I thought something was the matter and ran directly. "Well, what is the matter here?"

He answered: "The ground tier of the powder is spoiled, and I want to show you that it is not out of carelessness in me in stowing it, for no powder in the world could be better stowed. Now, sir, what am I to do? If you speak to Sir Hyde he will be angry with me."

I could not forbear smiling to see how easy he took the danger of the ship, and said to him: "Let us shake off this gale of wind first, and then talk of the damaged powder afterward!"

At 4 o'clock we had gained upon the ship little, and I went upon deck, it being my watch. The second lieutenant relieved me at the pumps. Who can attempt to describe the appearance of things upon deck? If I were to write forever I could not give you an idea of it. A total darkness all above; the sea on fire, running as if it were in the Alps, or Peaks of Tenerife; (mountains are too common an idea), the wind roaring louder than thunder, (absolutely no flight of imagination), the whole made more terrible, if possible, by a very uncommon kind of blue lightning; the poor ship very much pressed, yet doing what she could, shaking her sides and groaning at every stroke. Sir Hyde was upon deck, lashed to windward. I soon lashed myself alongside of him and told him the situation of things below, saying the ship did not make more water than might be expected in such weather, and that I was only afraid of a gun breaking loose.

"I am not in the least afraid of that; I have commanded her for six years, and have had many a gale of wind in her, so that her iron work, which always gives way first, is pretty well tried. Hold fast; that was an ugly sea. We must lower the yards, I believe, Archer; the ship is much pressed."

"If we attempt it, sir, we shall lose them, for a man can do nothing; besides, their being down would ease the ship very little. The mainmast is a sprung mast. I wish it was overboard without carrying anything else along with it; but that can soon be done. The gale can not last forever. It will soon be daylight now."

Found by the master's watch that it was 5 o'clock, though but a little after 4 by ours. I was glad it was so near daylight and looked for it with anxiety. Cuba, thou art much in our way. Another ugly sea; sent a midshipman to bring news from the pumps. The ship was gaining on them very much, for they had broken one of their chains, but it was almost mended again. News from the pump again: "She still gains; a heavy lee!" Back water from the leeward, half way up the quarter deck; filled one of the cutters upon the booms, and tore her all to pieces; the ship lying almost on her beam's end and not attempting to right again. Word from below that the ship still gained on them, as they could not stand to the pumps. She lay so much along I said to Sir Hyde:

"This is no time, sir, to think of saving the masts. Shall we cut the mainmast away?"

"Aye, as fast as you can."

I accordingly went into the weather-chains with a pole-ax, to cut away the lanyards; the boatswain went to leeward and the carpenters stood by the masts. We were all ready when a violent sea broke right on board of us, carried everything upon deck away, filled the ship with water, the main and mizzen masts went, the ship righted, but was in the last struggle of sinking under us. As soon as we could shake our heads above water Sir Hyde exclaimed:

"We are gone at last, Archer; foundered at sea."

"Yes, sir, farewell, and the Lord have mercy upon us!"

I then turned about to look at the ship, and thought she was struggling to get rid of some of the water, but all was in vain; she was almost fast below.

I then felt sorry that I could swim, as by that means I might be a quarter of an hour longer dying than a man who could not, and it is impossible to divest ourselves of a wish to preserve life. At the end of these reflections I thought I heard the ship thump and grinding under our feet; it was so.

"Sir, the ship is ashore."

"What do you say?"

"The ship is ashore, and we may save ourselves yet."

By this time the quarter deck was full of men who had come up from all quarters. The ship now made everybody sensible that she was ashore, for every stroke threatened a total dissolution of her whole frame. We found she was stern ashore, and the bow broke the sea a good deal, though it was washing clear over at every stroke. Sir Hyde cried out:

"Keep to the quarter deck, my lads; when she goes to pieces it is your best chance."

A NEW PHASE.

A writer in the Chicago Inter Ocean thinks the bridge-closing wisdom of Mayor Roche should be made universal, in order that all may have the benefit of it. He says:

I have noted with interest the comments in your paper on the proposal to restrict the vessels entering this harbor to six hours in the night for passing through the bridges. If these craft will persist in taking grain out of our elevators and dumping lumber, coal, ore, etc., on our docks, they should certainly be compelled to carry on their nefarious business in the dark and not disturb honest pedestrians during the day. But while our City Fathers are at work on this ordinance, they should attach a clause to remedy another crying evil. Every one has noticed the amount of delay and inconvenience to pedestrians occasioned by teams, horse cars, etc., at all our street crossings. In going to and fro about my business I often come to places where the crossings are kept open only by a man with a wooden club.

At several crossings, on several different days, I have noticed that between 7 o'clock a. m. and 6 o'clock p. m. teams have passed over these crossings very frequently. As it is now, these vehicles are passing the crossings at all times of the day, but if a system were adopted whereby all of them wanting to pass any given crossing could be held and all passed over it at the same time, one-third of the time spent by pedestrians might be saved. Hence, I would suggest that our council pass an ordinance that all street crossings in the city be closed to all vehicles of any description, except from the hours from midnight to 6 o'clock a. m. If such an ordinance be passed it will of course be necessary for the gas companies to furnish good gas and plenty of it to light the streets, but this I heartily approve of. Let us have our bridges and street crossings closed, except at night, by all means. Then only shall we be metropolitan, and then only can we forget that we are in the west.

H. H. Baker & Co., the well known ship-chandlers of Buffalo, furnished the steamer J. H. Outhwaite Monday with a nine-inch tow line, 130 fathoms in length, weighing nearly a ton, and the barge Roscius with one of eight inches weighing 1,600 pounds. They have several other large hawsers on hand, sold, awaiting the arrival of various steamers and barges at that port.

VESSEL OWNERS AND AGENTS.

H. J. WEBB & CO.,

Ship Brokers, Vessel Owners and Agents.

[ESTABLISHED IN 1856.]

H. J. Webb & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.

ARCADE BUILDING, 101 ST. CLAIR ST.,
Room 27, Cleveland, Ohio.

TELEPHONE (Office, No. 338.
Residence, No. 1328.

WARNER & BECKER,

Vessel Agents and Brokers,

ROOM 10,

ARCADE B'ld., 101 St. Clair St.,
CLEVELAND, OHIO.

J. J. H. BROWN.

EDWARD SMITH

BROWN & CO.,

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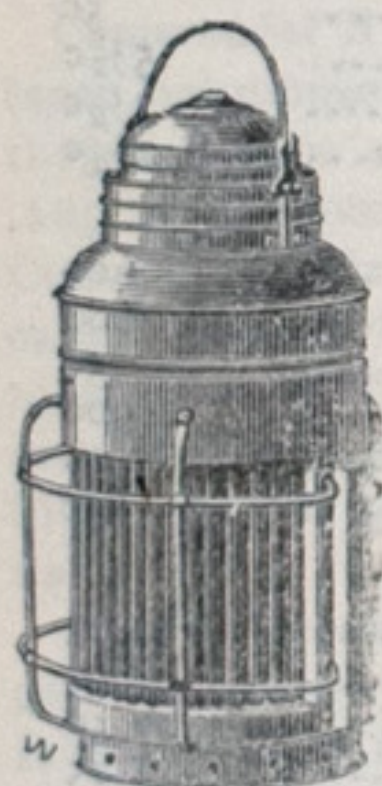
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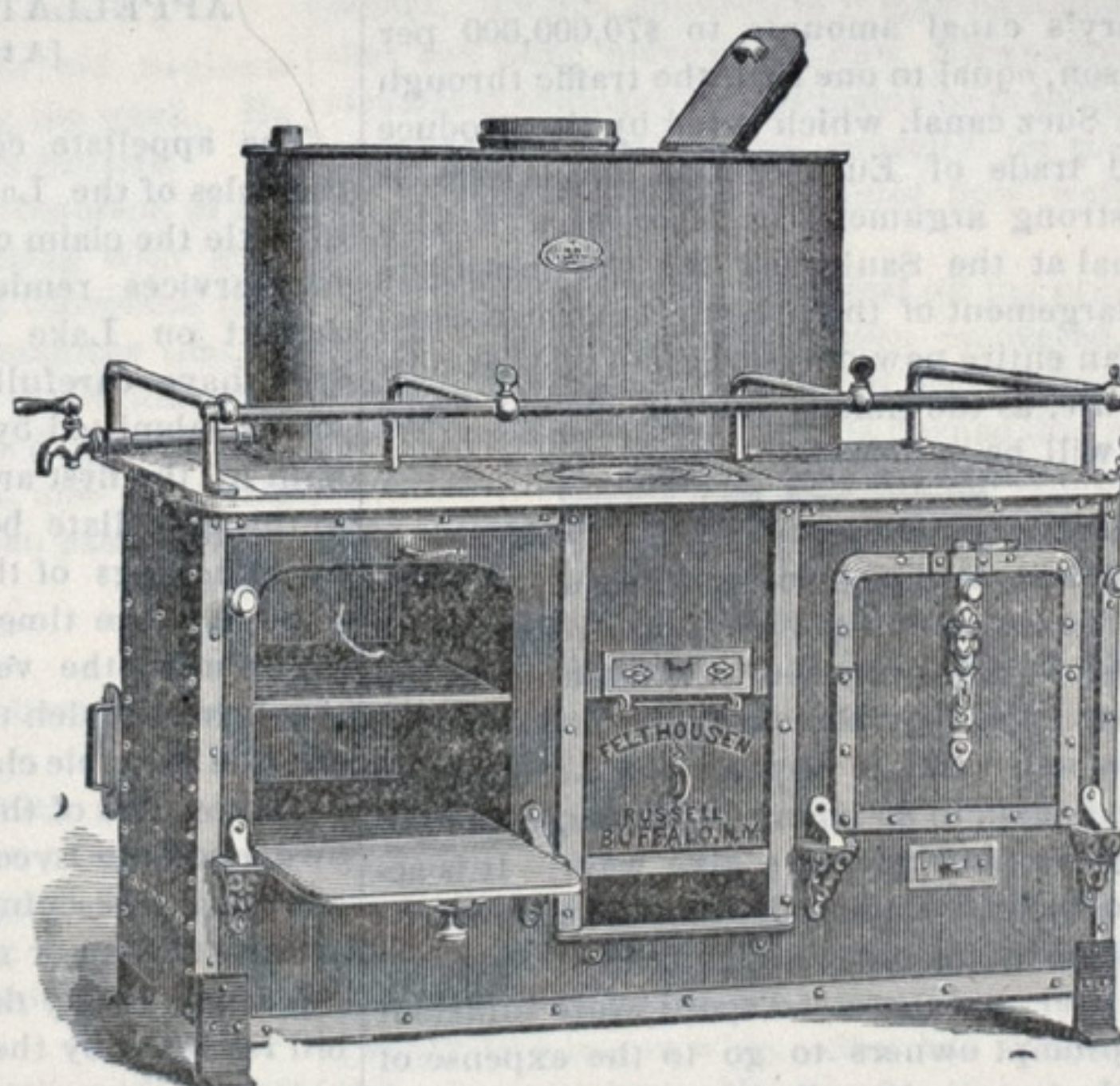
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This mine is on the shores of Lake Huron, close to a good harbor. First-class ore, assayed 70 per cent pure iron. This ore is sold by experts to be much better than Lake Superior iron ore and the only ore of its kind so far discovered on this continent capable of making Bessemer steel. Will sell outright, on shares or a royalty. Specimens of ore unmined and inspection of mine solicited.

Also, two silver mines on Lake Superior, close to a good harbor. Specimens furnished. Apply to

JOHN P. DEVNEY,
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Collections Promptly Attended to.
ASHTABULA HARBOR, OHIO.

Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

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Evans & Van Epps, Superior street, Cleveland.
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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, JUNE 30.

RECIPROCAL OBLIGATIONS.

In the wake of Butterworth's (grand) schemes of reciprocity between the United States and the Dominion of Canada comes an order of the Governor General of Canada, levying a tax or toll on all wheat, Indian corn, peas, barley and rye passing through the Welland canal in American bottoms; that is, the toll on grain is fixed at two cents per ton on all American vessels passing through the St. Lawrence system of canals from one American port to another; but on grain from a Canadian port destined to another Canadian port the tolls have been reduced the entire length of the canal system.

This does not seem like reciprocity when it is considered that Canadian vessels passing through the Sault canal are allotted all the privileges of American vessels and absolutely free of toll. The cost of the great canal and locks uniting Lakes Superior and Huron was borne entirely by the United States and the annual expense of running that canal defrayed by this government, yet no effort has ever been made to tax Canadian vessels a penny for the use of the improvement. In equity, without written laws of reciprocity, it would appear that the Canadian government, for the free use of the St. Mary canal, would accord to United States vessels the right to navigate the Welland canal free of toll, even if Canadian vessels are taxed for passage. This condition could be termed reciprocal courtesy. But our neighbors across the lakes are not in this temper, and, furthermore, they have an independence of purpose that is truly admirable. They intend to cut a St. Mary's canal of their own, believing that the commerce of Lake Superior is now growing so fast that the present St. Mary's canal will not be able to accommodate the traffic, and that Canadian bottoms will be discriminated against, not in the way of tolls, but that the superintendent will receive orders to give American vessels the preference in passing, thus delaying the Canadian tonnage. However, this would seem but natural under the circumstances.

As early as 1852 the Canadian government conceived the idea of building a canal around the Sault rapids, but the Lake Superior trade at that time did not warrant the outlay, and the project was abandoned. In the recent action in the house of commons relative to a canal on the Canadian side, Mr. Dawson, M. P., for Algoma, said that was the proper side for a canal, and that "the canal had been laid out upon a

straight line, the shortest that can be drawn between the navigable portions of the bays above and below the island, thus passing nearly through the large island on the Canada side. Its length through the island is 50 chains, but from end to end of piers is 94 chains. It was found necessary to produce the piers at the upper entrance, right across the first bay, and the point of shoal above it in order to avoid the awkwardness of an abrupt turn had the pier ended in the first bay, as well as to obviate the exposure of vessels, making that entrance, to the influence of the current at the head of the rapids. The upper terminus is now in a deep bay and in still water, where the American vessels wintering above the shoal usually lay up."

This is the improvement that the Canadians purpose, and we admire them for it. They have voted \$1,000,000 for the completion of the canal, and intend to go at the work in earnest, considering it not only a commercial but a military necessity.

It is known that certain restrictions, designated as military measures, prohibit the passage of United States war vessels and troops through the St. Lawrence canals, and the same measure obtains against the passage of British war vessels or troops through the St. Mary's canal. This is without doubt the real cause of the late generosity of the Canadian parliament to which it has been urged by the British government. In his remarks before parliament, says the Port Arthur Daily Sentinel, Mr. Dawson said: "It will be remembered that, on a former occasion the Sault ste Marie canal was shut against us; that, during the military expedition of 1880, when it was necessary to send troops to the northwest, when we got to Sault ste Marie, it was found that the Americans had shut their canal in order to cut off all intercourse between this section of the country and Lake Superior. However, the government made a portage road by which they reached the lake, and engaged steamers on Lake Superior and on Lake Huron. Then, when the Americans found that there was another means of our getting through without using the canal, they politely informed us that the canal was perfectly open to us, but that was not until they saw we could get on without it. I thought that, as this matter was up, and as this canal is altogether within the district which I have the honor to represent, I would draw the attention of the house to these facts."

This view, in connection with the fact that the traffic through the present St. Mary's canal amounts to \$70,000,000 per season, equal to one half the traffic through the Suez canal, which is fed by the produce and trade of Europe, Asia and Africa, is a strong argument in favor of a British canal at the Sault, and for the immediate enlargement of the present American canal or an entire new one alongside of that now in use, as the time is not far distant when all will be in demand.

TRIPLE EXPANSION ENGINES.

This style of engine is gaining much favor on the lakes, and quite a number have been put into new hulls, but it is doubtful if the advantages they possess over the compound type will avail to displace the latter, as the compound, in so many instances, made the high or low pressure give way. It is acknowledged on all sides that the advantages gained by the compound engine in economy of fuel and increased speed were sufficient to prompt owners to go to the expense of replacing single cylinders with compound. This will hardly be the case, however, with the three cylinders. Those who have gone to the expense of compounding their machinery are well satisfied with the result, and until greater and more definite advantages array themselves on the side of the triple cylinder, the compound will continue to hold its position on the steamers already supplied.

The considerable advantages effected by the use of triple expansion engines at sea, says the London Marine Engineer, have given rise to much theoretical discussion as to where these advantages may be defined as existing. The institution of mechanical engineers have taken up the subject at their meetings with considerable ardor, but there seems to be much diversity of opinion as to the why and wherefore of results which are in themselves indisputable. Some good authorities consider that the minimum range of temperature maintained in the individual cylinders of a triple expansion engine contributes very largely to the economy realized. But then comes the difficulty as to which of the cylinders with its various ranges of temperature and expansion is most liable to condensation. Some authorities consider that the high-pressure cylinder is the most sensitive on this point, and that

this cylinder should thus be the one which it is the most essential to steam jacket. On the other hand authorities of equal weight consider that the condensation is greater in the lower pressure cylinders, and that the jacketing of the high pressure cylinder would be comparatively of no consequence. This latter view is supported by the suggestions that the area of the piston and the end of the cylinder is a larger fraction of the area of the sides of the cylinder in the lower pressure cylinders than in the high. Further greater condensation will take place on the low pressure cylinders than in the high, because the proportion of the area of surface relatively to weight of steam in the cylinder is greater in the low pressure cylinder. These reasons seem to commend themselves to us, and to be supported by cogent arguments as to the advantage of jacketing the low pressure cylinders rather than the high. It is obvious that there will be a greater difference of temperature between the jacket on the low pressure cylinders and its contents than can possibly be the case between the jacket of a high pressure cylinder and its contents. Further condensation matters less in the high pressure cylinder, serving as it does for lubrication, and because all the condensed steam is re-evaporated in the next low pressure cylinder, while from the low pressure cylinders all condensed steam is passed into the condenser and is thus dead lost. The steam also will tend to get wetter and wetter as it passes through the cylinders, and thus the advantage of jacketing to the steam to increase in proportion to the diminution of pressure in respect of the cylinders. Other authorities also, who joined in the discussion and with whom we are inclined to agree, were disposed to think that the hair splitting indulged in by certain professors as to economy or otherwise resulting from the range of temperature in any cylinder was of very little importance to the result, but considered that the broad advantage to be obtained was to be found in the very simple fact that it was not mechanically convenient to use more than an initial pressure of about 60 lbs. in a simple compounded engine, and that it was only by the use of triple-expansion engines with three throw cranks that initial pressures of 100 lbs. per square inch and upwards, permitting ratios of expansion of 13 or 14 times, could be used. It is, therefore, a very open commercial question whether steam jacketing working cylinders pays.

DECISION OF LYCOMING-JEWETT APPELLATE COMMITTEE.

[A true Copy.]

BUFFALO, June 29.

The appellate committee, chosen under the rules of the Lake Carriers' Association to settle the claim of the steamer Lycoming for services rendered the steamer H. J. Jewett on Lake Michigan November 24, 1886, have carefully considered the statements submitted by both parties in interest, both to the first arbitration committee and to this appellate board, and having examined the logs of the respective vessels, as entered at the time, decide as follows, having in mind the very dangerous season of the year in which the service was rendered, and the valuable character of both steamers.

The owners of the Jewett shall pay to the owners of the Lycoming for her services in towing and rescuing the Jewett, \$5,000 with interest at six per cent from April 3, 1887, this being ninety days after the date of the bill rendered by the Lycoming.

JAMES ASH,

DAVID DONALDSON,

S. D. CALWELL,

THOS. WILSON.

FRANCIS ALMY, Secretary.

It is hardly probable that there will soon be another award as high as this. The Jewett and Lycoming are both unusually valuable steamers, and the November season an especially dangerous season, so that everything conspired to make the service one of peculiar value. The committee was composed of representative men from large and small vessel interests alike, and may be assumed to justly represent the feeling of the general lake marine. This award is final.

We take pleasure in presenting the following testimonial relative to the Trout wheels, as all owners want to know where to find a wheel that will give satisfaction:

GREEN BAY, WIS., June 26.

H. G. Trout, Esq., Buffalo, N. Y.:

Dear Sir: Yours of the 17th at hand and contents noted. In reply will say the wheel furnished me for my tug this spring gives good satisfaction. I am very well pleased with it, getting more speed out of my boat, besides saving considerable in fuel. I was urged to try one of your wheels, and I am glad I did. Yours, respectfully,
L. G. SCHILLER.

W. W. BATES, general manager of Inland Lloyds says: "I notice a statement has been made to the effect that under the new Inland Lloyds ruling the possession of a steel cord or arch, without diagonal strapping, is sufficient to give a star rating to steamers. This is a mistake. The point decided by the ruling to which allusion is probably made was that a star having once been given for the 'possession of a steel cord or arch' should not be taken away. When given in that case it was on the ground of the arch being the equivalent for the strapping, perhaps, in that instance. But the old rule for giving a star for strapping has not been changed. However, a full equivalent for strapping would deserve the star. It is not intended by sustaining the standard of strapping to prevent improvements in strengthening vessels."

INASMUCH as the Canadians intend to build a Sault canal "what is the matter" with the United States, by an American canal, uniting Lakes Erie and Ontario.

LITERARY NOTICES.

THE ATLANTIC.—My Country, an ode of more than eight pages, by Mr. Geo. E. Woodberry, opens the Atlantic for July. It is the longest poem which has appeared in the magazine for years, and it speaks well for its quality that the Atlantic's poet editor thought fit to give it the place of honor. There follows The Waterways of Portsmouth, full of amusing anecdotes of old Portsmouth, its creeks and rivers, a good thing to read on shipboard; Dona Quixote; An Old Kentucky home; an essay on the Decay of Sentiment, a matter that is in accord with lake men after their losses for several years; Is the Railroad Problem Solved? a good thing in interstate commerce time; Paul Patoff, which teaches one that he should be born first, and innumerable other things that are bright and amusing.

ST. NICHOLAS FOR JULY, has a strongly patriotic flavor, appropriate to the Fourth of July. Even the Brownies become imbued with the prevalent enthusiasm, and celebrate the day at night. Miss Jessie C. Glasier, a new writer, contributes an amusing sketch of negro child-life, called a Gunpowder Plot, which is capably illustrated by E. W. Kemble. Miss Lillian Dynevor Rice presents A Fourth of July Record in bright and clever verse. Betty's Sunday, charmingly illustrated by R. B. Birch, carries us back to the War of 1812, and tells of a brave little American girl's adventure with the enemy. The installment of Winning a Commission, too, with its pictures of cadet life at West Point, falls in line with these timely attractions of the number. Juan and Juanita and Jennie's Boarding House, the favorite yarns, keep up their interest and do not let incident flag.

LAKE FREIGHTS.

The continued scarcity of tonnage and imperative demand combine to make freights firm. While grain and coal show a slight decline for the week, lumber rates have advanced, ore remaining strong at previous quotations. Rates as follows:

ORE.	
Escanaba to Chicago.....	95c
Escanaba to Ohio ports.....	1.60
Marquette to Ohio ports.....	2.00
Ashland to Ohio ports.....	2.50
Two Harbors to Ohio ports.....	2.60
GRAIN.	
Wheat, Duluth to Buffalo.....	7½c
Corn, Chicago to Buffalo.....	5c
Wheat, Chicago to Buffalo.....	5½c
Wheat, Milwaukee to Buffalo.....	3½c
Wheat, Detroit to Buffalo.....	2½c
COAL.	
Buffalo to Milwaukee.....	1.00
Buffalo to Chicago.....	1.00
Buffalo to Duluth.....	75c
Cleveland to Milwaukee.....	90c
Cleveland to Chicago.....	1.00
Cleveland to Duluth.....	85c
LUMBER.	
Bay City to Tonawanda.....	\$2.25
Bay City to Ohio ports.....	2.00
Saginaw to Tonawanda.....	2.50
Saginaw to Ohio ports.....	2.25

[Around the Lakes Continued from 1st Page.]

EAST TAWAS.

Captain Gerard reports having grappled a large anchor with a wooden stock and long chain, leading back to a sunken schooner. He did not ascertain the name on account of the weather. The diver made two trips, and now the boat is buoyed. She lies seven miles southeast from Fish Point, and is supposed to be the schooner White Squall, which was loaded with iron ore, and foundered thirteen years ago. Frank Root, of Green Bay, was the only one saved of a crew of eight. He was lashed to the yawl, and was washed ashore at Fish Point.

SAULT STE. MARIE.

The steamboat J. W. Westcott, bound up, is here with a broken shaft. Repairs cannot be made here. Her consort Anabel Wilson, has passed on.

The schooner Republic, which went ashore last fall, has been released, and will be taken to Detroit for repairs.

AMHERSTBURG.

Captain T. B. Hackett's small schooner Annie has been seized by the customs authorities at Amherstburg. It appears that Captain Hackett, secured the anchor and chains from the wreck of the Good Hope and dropped them into deep water for the owners.

DETROIT.

The little schooner W. Y. Emery, has been sold by Captain Burge to Captain Peters of Windsor for \$2,000, and has gone to Georgian Bay for telegraph poles.

The tug Balize had the largest tow of the season, having passed down on the 20th with six large schooners in tow, the aggregate tow bills amounting to \$905.

On Sunday four Gibraltar ship carpenters visited Amherstburg in a small boat, and on their return home, when rounding Bois Blanc the boat capsized and threw the four men into the water. All succeeded in getting upon the capsized boat but Albert Lester of Marine City, who never came to the surface. The cries of the rescued men soon brought to their assistance Andrew Hackett and his son of Bois Blanc Island and W. H. Noble of the Canadian marine department. They were taken to the light-house and provided with dry clothing after which Captain Hackett took them to Gibraltar. Albert Lester was 28 years of age and leaves a wife and child at Marine City where his brothers reside. The body was not recovered.

Last week the tug M. Swain, Captain Tormey, brought down a raft of 2,000,000 feet of logs from Hammond's Bay, near Cheboygan.

An arbitration committee, composed of Captain J. C. Gilchrist, of Cleveland, and Captain James Millen, of this city, met to decide the collision case of the barge Norma with the Grand Trunk ferry steamer which took place this spring. The damage to the Norma has been settled by the Grand Trunk railway company, but the present case is one of damage for valuable time lost by the Norma on account of the disaster. The commission awarded the steambarge Norma \$890 for time lost on account of her collision.

The steambarge Schoolcraft and schooner Calumet ran hard aground on Grassy Island, Monday night. The propeller Gettysburg and tug Miner went to their assistance.

The schooner Republic, which went ashore, near Marquette last fall, has been released. The tug Carrington has gone to her and will tow her to this port for repairs. The steambarge J. W. Westcott is at the Sault with a broken shaft.

Captain Hugh Coyne of Detroit has bought the barge Mont Blanc of G. M. Merrick for \$8,500.

The steambarge Mackinaw arrived here Tuesday with her machinery disabled. She is at Hodge's dock repairing. **RECORD.**

BUFFALO.

The schooner Winslow, Captain John Connors arrived at Buffalo Tuesday, with 56,000 bushels of Duluth wheat, the freight rate being 7½ cents.

Charles H. Baker, E. L. Parish and C. D. Hoffman, have formed partnership as Baker, Parish & Company, to do general shipchandlery business at 37 Main St., this city.

Commander N. M. Dyer, inspector of the tenth lighthouse district, has received notice that he will be succeeded at this station on August 4 by Commander Charles V. Gridley. Commander Dyer has done efficient and careful service here for over three years, making many friends both in and out of marine circles, who will be loth to part with him. He will probably be assigned to sea duty.

The raft brought down by the tug Swain got into difficulty on its way to Tonawanda. It was reported to have got the better of the tugs at the International Bridge and was blockading the draw. The tug offices were notified not to send anything down until the blockade was reported off. The raft was removed without accident Tuesday.

The appellate committee in the Lycoming-Jewett arbitration consisting of Messrs. James Ash, S. D. Caldwell, Thomas Wilson, David Donaldson, and W. P. Henry, met at Mr. Caldwell's office, Buffalo, Wednesday morning, June 29, at 10 a. m. See decision in another column.

The captain of the steamer N. Mills reports that she tows four lumber barges faster with a Trout wheel than she towed three with old wheel and with the same steam.

Captain Mahan, United States engineer in charge of the harbor, has begun the repairs on the long breakwater. Considerable of the superstructure at the northern end has been removed and rebuilding will begin soon. The stone removed will be used for concrete and the old sea wall will be used for facing stone. About 750 feet will be rebuilt this season. The new work goes from one to two feet below water.

ASHLAND.

Lumber manufacturers at Ashland are offering \$3.25 to Chicago, but find it impossible to secure vessels even at that figure. The Superior lumber company have 8,000,000 feet of dry lumber piled upon their docks

awaiting shipment to Chicago by water, with no vessels in sight. One or two firms own barges and are thus better situated. The season's cut is placed at 100,000,000 feet. Several new docks for the shipment of lumber are progressing towards completion.

The attempt to raise the schooner Lucerne which was sunk off Bayfield last season loaded with ore has been abandoned.

BAY CITY.

Special to the Marine Record.

The pleasure yacht Sweetheart had her mainmast carried away on Tuesday last while cruising on the bay near Sand Point.

By the numerous inquiries for boats for Lake Superior lumber one would naturally think there was a boom in the same and a good stiff rate could be obtained. The owners of the log barge Wahnapiatae are offered by Chicago parties \$5.00 per thousand, lumber, from Duluth and other ports to Chicago. The predicted advance in freights came Tuesday, when the barge Eliza was placed from Bay City to Ohio ports at \$2, barge J. L. Ketchum, Bay City to Tonawanda, at \$2.43. The latter is a mixed load, Norway and white pine, and is as good as \$2.25 straight pine. All the boats in the river are holding off for an advance, while the bears are endeavoring to hold the figure down to \$2. Lumber ready for market far exceeds the capacity now here.

The Anna P. Dobbins has been raised and she is in Bay City. She will be ready for service in about a month. The injuries which caused her to sink near the Charlies last fall are not serious, and her repairs will not be costly.

Chief Engineer Evans Jenkins, late of the steamer W. R. Burt, has been appointed chief on the propeller Favorite of Chicago, which is now under charter, towing the log barge Wahnapiatae.

The propeller Eighth Ohio and tow, stone laden, are in the river, waiting as usual, to unload. Captain Snow seems to be in hard luck in the stone business.

The steambarge Richard Martini has been chartered to bring lumber from Black River up to Saginaw at \$2.50 per thousand.

A vessel recently loaded at this port with lumber, direct for Africa. At Whitehall an East Saginaw firm has loaded three vessels with square timber, direct for Liverpool, England.

Captain Richard Armstrong is meeting with deserved success with his new summer resort, Reservation Beach. A hotel and bath houses are among the latest additions.

With a great scarcity of boats, why freights don't go up is one of the things no fellow can find out.

Captain John Rafferty, an old Saginaw tug man, was in port during the week. He is now mate of the propeller Sanilac.

Captain Roach, who is in command of the Don M. Dickinson, is meeting with good success on the Saginaw and Cleveland line.

Captain Wm. Gordon announces that he has \$100 which says his tug, the Witch of the West, can outrun any tug on Saginaw river, the tug Roy alone excepted, and that with the same steam the Witch can pass the Roy. **SHAW.**

SAND BEACH.

Special to the Marine Record.

Vessel movements have been very quiet here for the last week.

Monday the tug Winslow lay at the pier, setting out the rings in her compound engine and making minor repairs.

The steamer Gettysburg was here the greater part of Tuesday repairing her air pump.

The steambarge S. E. Curtis and consort Axford delivered harbor timber this week. The stone fleet have nearly all been laid off, as stone was coming in faster than it could be cared for.

The pleasure yacht Roumania, from Buffalo, sheltered in the harbor one night this week. **LUFF.**

SARNIA.

The Northwest Transportation Company have commenced fitting out the steamer Sovereign. It is expected she will be ready inside of two weeks when she will be put on a route. The company have not yet appointed any one to sail her nor is a route definitely settled on.

The schooner Mary of Port Stanley, has been sold at Marshal's sale, to J. S. Nisbet, of Sarnia, for eleven hundred dollars. She will be placed in tow of the tug Jessie, in the coal trade from Huron to Point Edward.

OSWEGO.

The schooner Thomas Dobbie, 306 tons built by Nauaugh in 1867 has had her bottom calked, timbers aft, refastened and large repairs, placing her in good condition and classes straight A2. She is owned by Captain Dobbie and is valued at \$9,000.

The barge Bolivia, 338 tons, built by Dufrane, has had her bottom recalked, refastened and other repairs.

EAST SAGINAW.

Special to the Marine Record.

At this writing every effort possible is being made to raise lumber freights 25c to Buffalo. But when certain vessel owners are foolish enough to charter their boats from a week to ten days in advance, as one firm did their steambarge last week, to arrive at \$2.00 to Buffalo, just so long will freights remain where they are. A large number of barges have gone up the shore, where the lumber is put on the rail, which is quite a saving to them, as the rates for loading here are 50c per hour, and with freights as they are at present any place is better than the Valley. Plenty of loads are offering and but few vessels to take them. Later: There was a grand rush after boats by shippers, who were glad to secure capacity at \$2.25 to Buffalo and Tonawanda. One shipper chartered ten boats and placed them at an early hour. Before noon all available tonnage in the river was engaged at the advance. Vessel brokers say another advance is promised in the near future.

The barge Arcturus, recently purchased by A. A. Pinet, of this city, from Port Huron parties, is being calked and strapped at Dunford & Alverson's drydock. She is also to receive steel arches, and will go in the Ontonagon lumber trade.

One of the fastest tugs on the river is the Robert Weideman. She made the run from Boom Co.'s dock to Wheeler's shipyard, Bay City, a distance of seventeen miles, in 1 hour and 11 minutes.

The tug Nat Stickney arrived from Sandusky on Monday with a dredge which is now at work at the mouth of Saginaw river.

It is reported that 12 feet of water is the limit at Cheboygan.

Work on the government improvement at Carrolton is progressing finely.

Captain Geo. Fletcher is home from Detroit for a few days, getting acquainted with his family.

The tug Nat Stickney is making up a tow for Ohio ports.

The Boom Co. are compelled, by the low stage of water in the Tittabawassee river, to employ a paddle steamer to tow logs instead of their regular tug Giant.

MILWAUKEE.

The Milwaukee shipyard syndicate contemplate building during the winter a large consort for the steamer now well under way at the yard. The dimensions of the barge are to be the same as those of the steamer, viz.: 210 feet over all, 35 feet beam and 20 feet hold; capacity about 65,000 bushels of wheat. In this connection it may be stated that the next move of the new Milwaukee steamship company will probably be to build consorts of large carrying capacity for the R. P. Flower and the steamer now well along in this city.

Fourteen of the 22 bodies lost off the propeller Chamberlain have been recovered. The burned hull has been towed into shallow water at Round Lake. She is burned down to the ten-foot mark aft and the three foot mark forward, and will probably prove a total loss, although the insurance companies have sent an agent to look her over.

The new steamer F. and P. M., No. 3, made her first appearance here Monday morning with a full cargo of salt. She is 211 feet long, 34 feet beam, and a molded depth of 14 feet. Great strength has been attained in the construction of the hull. Beside a heavy steel chord and diagonal strapping, she has an inside arch of inch steel, twenty-two inches wide. She has sharper lines than either the No. 1 or 2. She ought to make her a great ice breaker. Her cabin accommodations are of a superior order. Although no attempt seems to have been made in the direction of display, everything wears a wholesome and substantial appearance. The measurement of No. 3 are as follows: Gross, 924.60 tons; net 678.27. Her officers are: Captain, John Duddleson; first mate, Joseph Russell; second, mate, J. Polar; first engineer, J. Collins; second engineer, John Wamsley; clerk, C. J. Koepsell; steward James Wagner. The business of the Flint and Pere Marquette railway between Milwaukee, Ludington, and Manistee will be handled by the steamers Nos. 1 and 3, the No. 2 being assigned to the Chicago route, with full salt freights assured for each trip.

MARQUETTE.

The week's shipments of iron ore from the Lake Superior mines foot up 169,382 gross tons, this being the largest quantity yet sent forward the present season in a single week. The season's shipments to date of closing the report for the past week amount to 1,022,089 tons, this being 141,003 tons in excess of the shipments at the corresponding stage of the season last year. By ranges, the shipments for the season are as follows: Marquette range, 452,359 tons; Menominee,

280,078 tons; Gogebic, 218,381 tons; Vermillion, 71,271 tons. Of the 169,382 tons sent forward during the last week, 40,963 tons went from Marquette, 63,124 tons from Escanaba, 3,832 tons from St. Ignace, 38,383 tons from Ashland, Wis., and 23,080 tons from Two Harbors, Minn.

PORT COLBORNE.

No locking has been done in the new canal so far this week, as there is something wrong with the mitre sill of lock 24, and the following vessels bound down were detained at Thorold: Schooners Ada Medora, J. G. Worts, Grantham, E. Blake, propellers St. Paul, Lake Ontario, John Pridgeon, St. Magnus, Acadia, Alma Monro, Scotia and three barges, D. G. Thompson and two barges. The canal authorities expect to have the lock all right on the 28th.

KINGSTON.

An order has been received at the custom house to treat Canadian vessels which trade to American ports the same as American bottoms, that is, to charge a dollar extra for every clearance and arrival paper for vessels over fifty tons and fifty cents for vessels under that register. Several companies have protested against the charge as unjust and ruinous. They claim, first, that at the present time Canadian vessels are being worsted in competition with American vessels for trade; 2d, that the fact if true, is startling, that on the whole Canadian frontier there is not one freight carrying craft under construction, while the Americans are adding to their floating property; third, that if authorities do not look out Canadian craft will be out of commission altogether, some of them now being compelled to carry iron ore from this port to Chicago for \$1 per ton, whereas American vessels get \$1.90 for carrying it to the same destination from Oswego. The end is awaited with some interest.

CHEBOYGON.

The body of the woman cook who was drowned on the schooner City of Cheboygan when she went down last fall was recovered and buried on the beach where the vessel now lies.

Wreckage washing ashore is believed to be from the wrecked schooner Van Valkenburg. This is undoubtedly the same wreckage on Lake Huron which occasioned rumors of the sinking of an unknown vessel.

MANITOWOC.

The barge Mary Mills has been purchased by the owners of the barge Heath, which burnt off Centerville this spring. The machinery of the Heath, which was saved, will be put into the Mills. She has been in the drydock and is thoroughly repaired. The schooner Consuello, thoroughly repaired, came out of the drydock.

A NAVAL SCHOOL.

Captain Labelle, M. P. for Richelieu, has written a letter to the Hon. G. E. Foster, minister of marine suggesting the establishment of a school of navigation at Sorel. He states in his letter that all ship captains on river craft have to pass examinations, and there should be some means for them to qualify themselves. Sorel's population is composed chiefly of sailors, and nine tenths of the population is made up of captains, deck hands, sailors, engineers and others employed on the vessels between Montreal, Quebec, and on Lake Champlain. Captain Labelle has drawn attention to the matter in the house.

The tug Challenge, which was searching, found the sunken tug Oswego, four miles below Colchester and about three miles from shore. Captain Grummond and Captain P. Williams, with the tug International, of Windsor, went down to raise her, and she will be taken to Detroit. Robert Brown, mate of the Oswego, was with the searching party. She will be out again in about six weeks.

The jury investigating the cause of the Champlain disaster, rendered a verdict that the fire was caused by the carelessness of some person to them unknown, but that no blame is attached to the officers for loss of life resulting.

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PROPOSALS FOR DREDGING.
U. S. ENGINEER OFFICE, 89 EUCLID AVENUE,
CLEVELAND, OHIO, June 27, 1897.
SEALED PROPOSALS, in duplicate, will be received at this office, until 11 o'clock a. m. on Thursday, the 7th day of July, 1897, at which time they will be opened in presence of bidders, for excavating 846,000 cubic yards more or less, of material from Maumee Bay along line of proposed straight channel for Toledo harbor, Ohio.
Forms, specifications and other information can be obtained at this office.
The United States reserves the right to reject any or all proposals.
The sum allotted for the work, inclusive of the amount necessary for superintendence and office expenses, is about \$110,000.
L. COOPER OVERMAN,
Major of Engineers.

HALF FARE ON THE LAKE SHORE RAILWAY.

JULY 2D, 3D, AND 4TH.

The Lake Shore & Michigan Southern railway will sell special excursion tickets at half fare (one fare for the round trip) to and from all stations on its line and branches, July 2d, 3d, and 4th; good to return until July 5th, inclusive. This will be a rare opportunity for everybody to go somewhere and spend the glorious old Fourth at a nominal expense. Purchase your tickets early and avoid the rush at the stations. Ample accommodations for all will be provided on above days.

VESSELMEN AND CAPTAINS,

Please bear in mind, that the undersigned firm, established since 1866 in this city, are making a specialty of supplying vessels with Comfortables, Blankets, Table Linen, Towels etc., and sew to order at the shortest notice, Sheets, Pillow cases, etc., and any necessary equipments for bedding. Also, are we the only manufacturers in this city who retail direct to the consumer all kinds of Flannel Shirts, double and single-breasted, real home-made in size, fit and sewing, Overalls, Jean Pants, or make them to order for the same price as we sell our ready made garments. Our new cutter takes measures for the most stylish Cassimere Suits, Wedding Suits, etc., and guarantees the best fit for the lowest prices, because he wishes to advertise himself and has no expenses, being in our store, free of rent. Kohn & Co., 213 Detroit st., near corner Pearl st., Cleveland, O.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Nineteenth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express.....	*8 30 A M	*8 55 A M
No 26, Elyria Accommodation.....	*7 45 A M	*7 45 A M
No 24, Buffalo Accom via Sandusky.....	*10 30 A M	*10 45 A M
No 24, Toledo Accom via Norwalk.....	*10 30 A M	*10 45 A M
No 10, New York & Boston, "Flyer".....	*11 35 A M	*11 35 A M
No 12, N Y & B Fast Express.....	*2 20 P M	*2 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	*10 00 P M
No 22, Night Ex via Sandusky.....	*9 40 P M	*9 40 P M
No 26, Conneaut Accommodation.....	*4 25 P M	*4 25 P M
Westward.	Arrive	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 15 A M
No. 23, Cleveland Express.....	*2 15 A M	*2 15 A M
No 3, Chicago Express via ".....	25 20 A M	5 35 A M
No 25, Mich Accom Norwalk.....	*5 35 A M	*5 35 A M
No 21, Toledo Ex via Norwalk.....	*12 50 P M	*3 20 P M
No 5, St Louis Ex via Sandusky.....	*10 50 A M	*10 55 A M
No 9, Chi Fac Ex via Norwalk.....	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only.....	*10 30 P M	*10 30 P M
No 27, Conneaut Accommodation.....	*8 10 A M	*8 10 A M

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—Daily, † daily, except Sunday, ‡ daily, except Monday.
A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11:35 a. m.; arrive Grand Central depot, New York, 7:30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.
M. E. GAUL, City Passenger Agent.
A. J. SMITH, Gen'l Pass. Agt., Lake Shore Block

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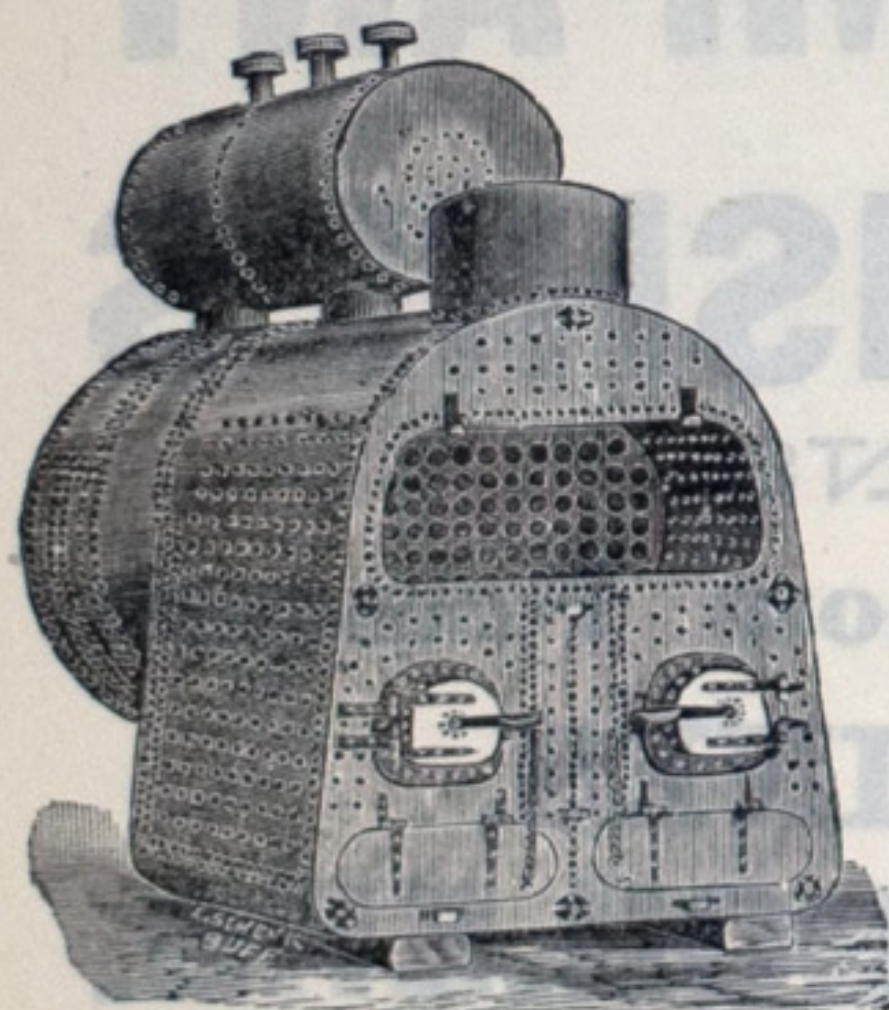
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If you measure carefully the figures in
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If you will coal your boat at my dock, ad-
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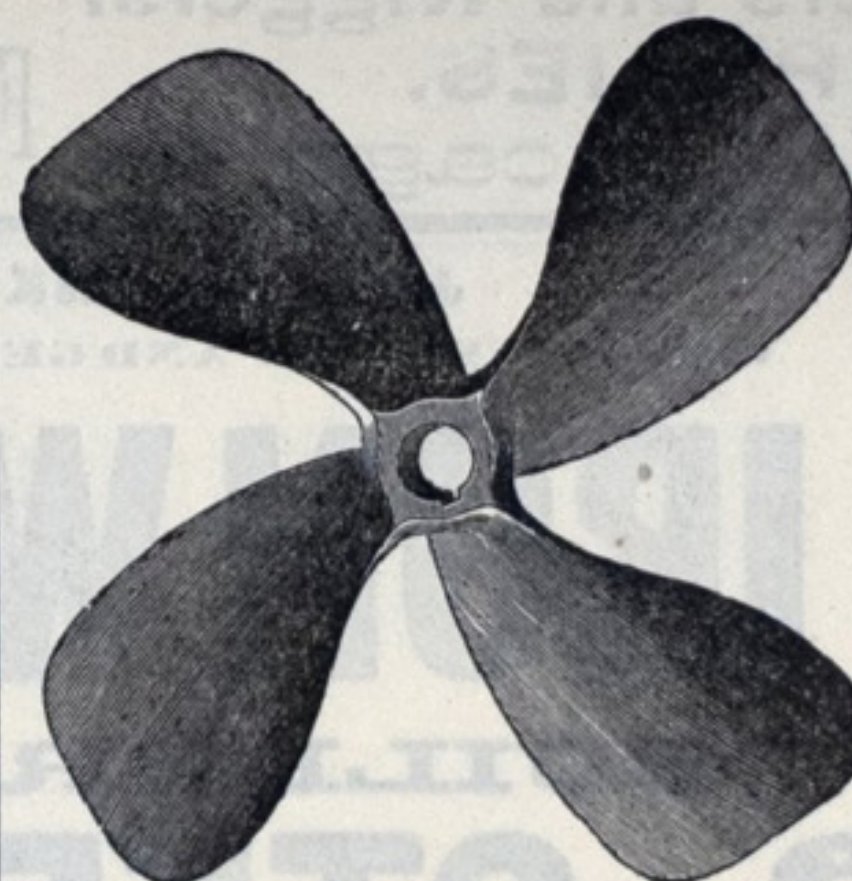
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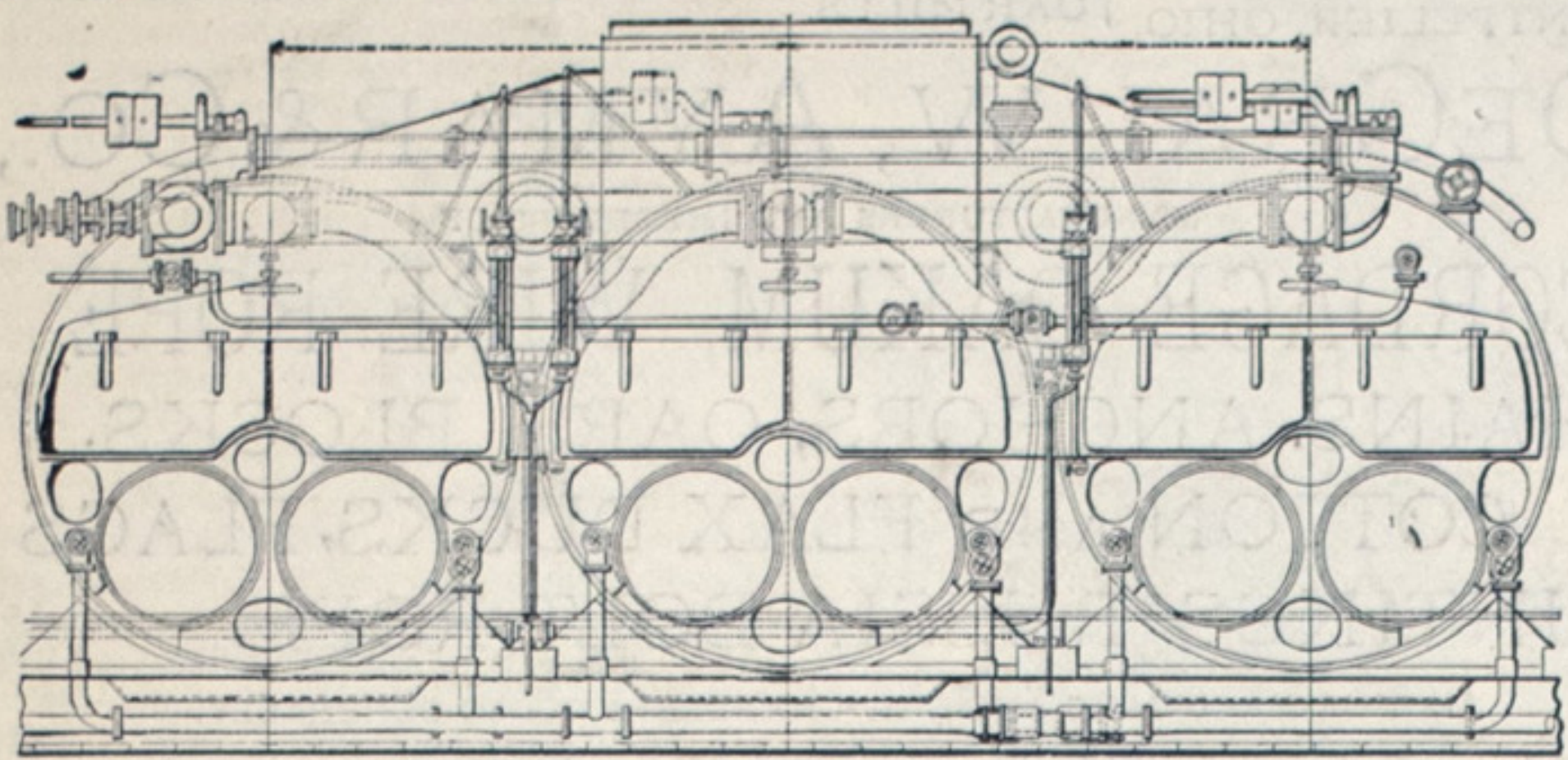
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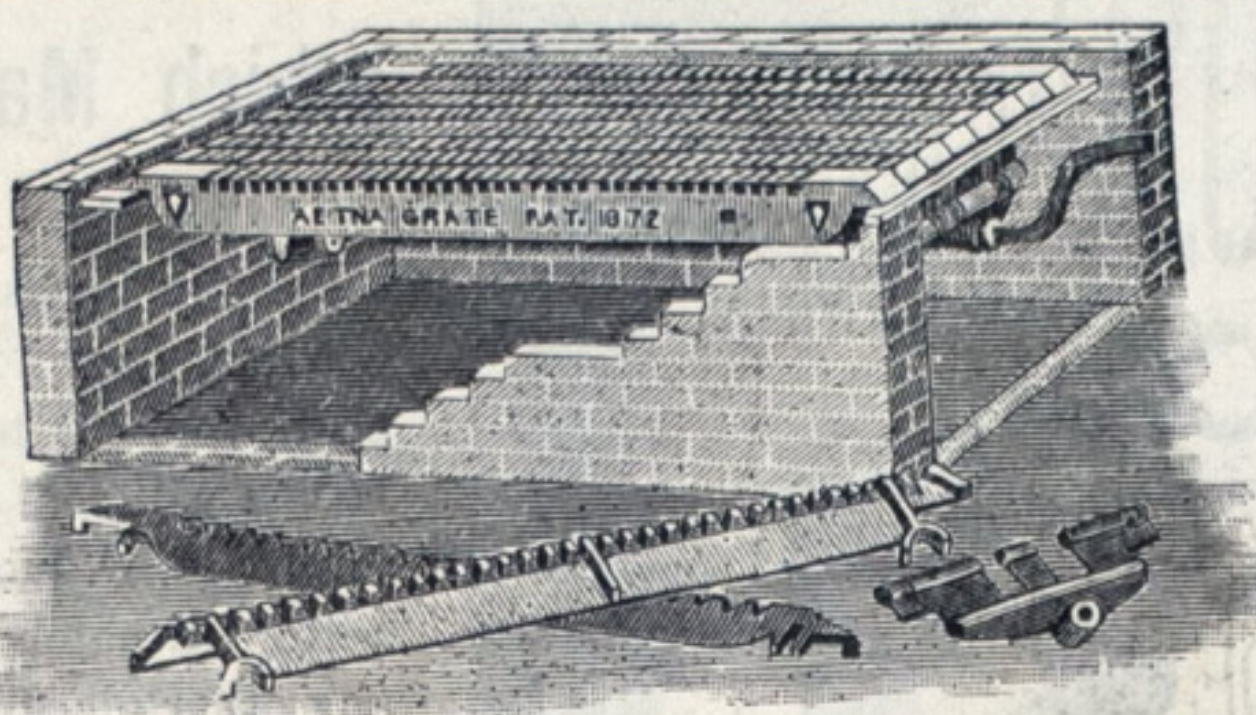
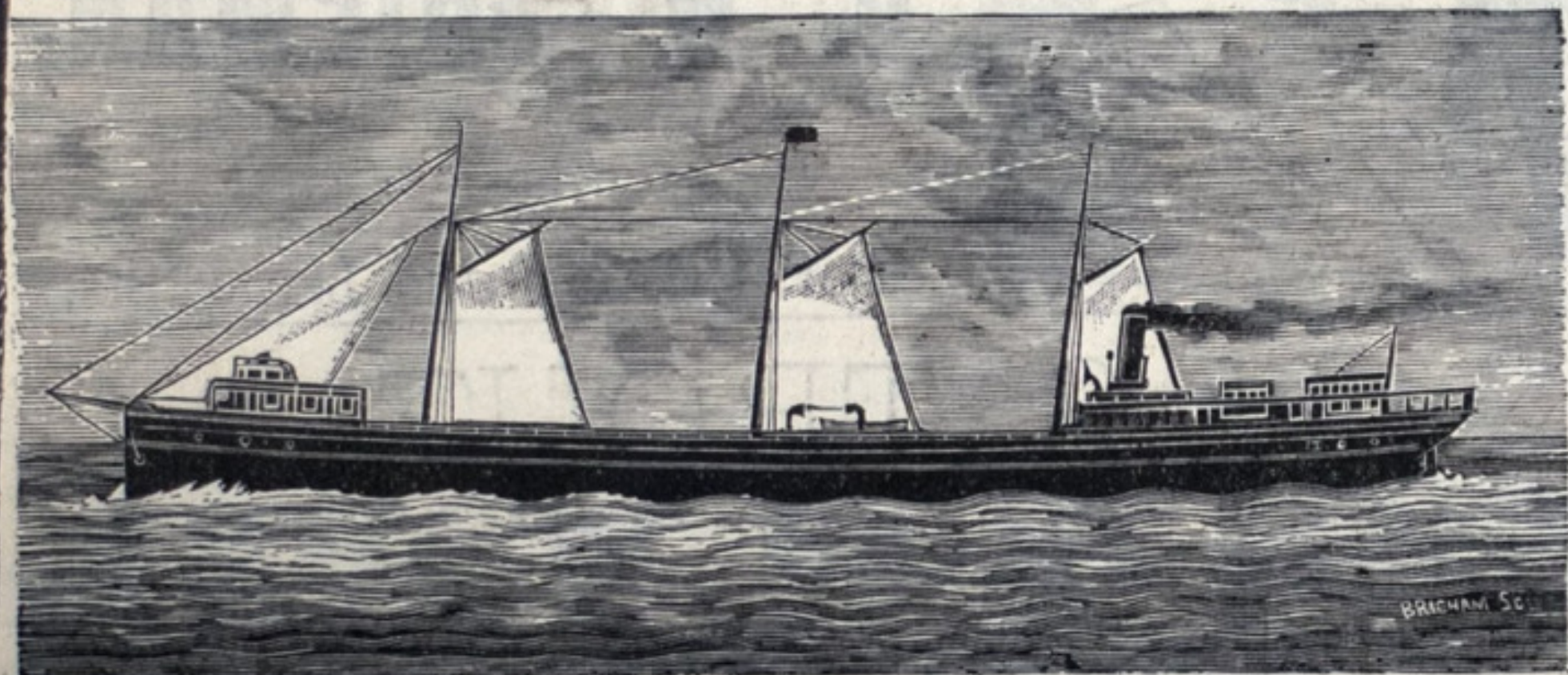
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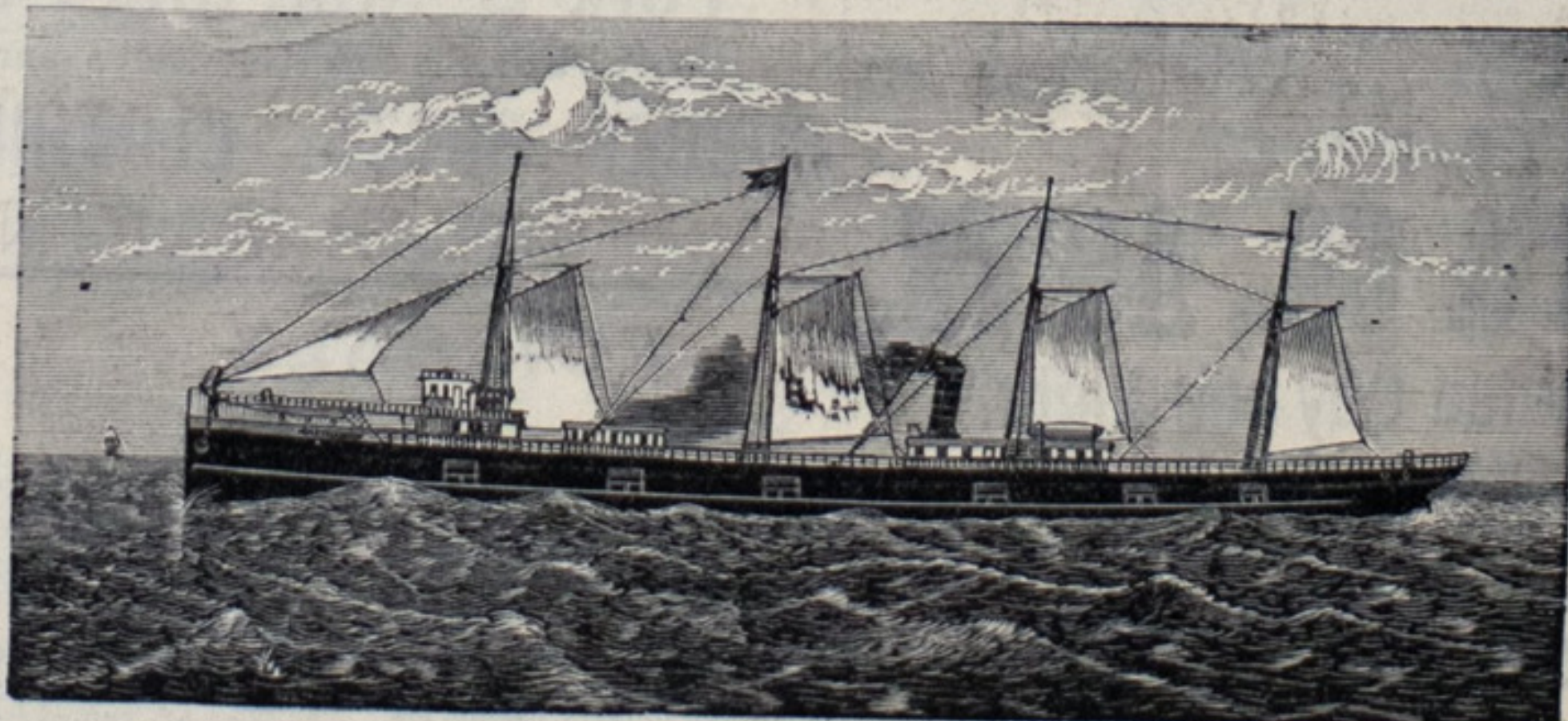
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